



CHRYSLER 300 G



A rare kind of car for a rare kind of man

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300 G

This is the "G" . . . brand-new 1961 version of Chrysler's championship breed of rare motorcars. A limited-edition automobile, precision-built for the connoisseur of careful craftsmanship and superb engineering. For the kind of man who demands distinction in his automobile . . . who insists on that rare combination of touring-car comfort and high-spirited performance. Like its sports-bred predecessors, the "G" is a complete, confident machine. Spacious. Nimble. Agile. Exceptionally high-powered. These pages will give you a hint of the "G's" special talents. But only a hint. You have to *drive* this thoroughbred—to prove to your own satisfaction that it is a unique expression of everything great in an automobile. A rare kind of car for a rare kind of man.

The 300-G Hardtop pictured on Route 82 on the rugged terrain at Aspen, Colorado—not far from the Great Divide.



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New 15-inch wheels, fitted with sports-tread tires and ventilated wheel covers, greatly improve brake cooling . . . cut brake fading.

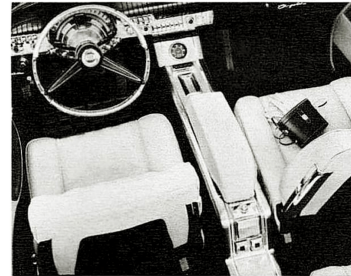
Spirited. Clean. Lean. Alive. One glance at the "G" and you recognize that sports-bred blend of mood and motion. You see it in its fresh new face . . . in its chromeless contours . . . in the sweep of flaring rear panels and embossed deck lid. Small wonder people stop and stare when the "G" streaks into view!

Fitted elegance in the Grand Touring Car manner—that's the inside story of Chrysler's 300-G! You relax in the leather-lined comfort of individual bucket seats. They support you and *each one of your passengers* in restful riding posture, mile after mile. The "G's" control center makes instruments instantly easy to read. At night they're bathed in soft, Panelescent lighting that glows but never glares—a whole new system of panel lighting that does away with conventional "light bulbs." Push-button controls cluster symmetrically about you—ready for instant action.

A tachometer—mounted low on the instrument console—gives you quick, accurate readings of engine RPMs. Here's a ready reminder for those who drive with spirit that there's a limit even to what the "G" can do!

Every custom-crafted appointment . . . every refinement . . . is yours, right down to the aluminum trim that holds the "G's" luxurious, deep-pile carpeting in place. You're going to spend a lot of time in this automobile, and nothing has been spared to make each tour a genuine pleasure.

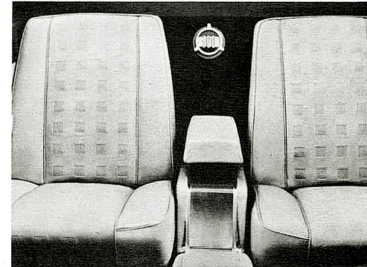
Canted headlamps set in a fresh new face. Muscular grille with "G" medallion center-mounted . . . the look of a "hard-nosed" automobile.



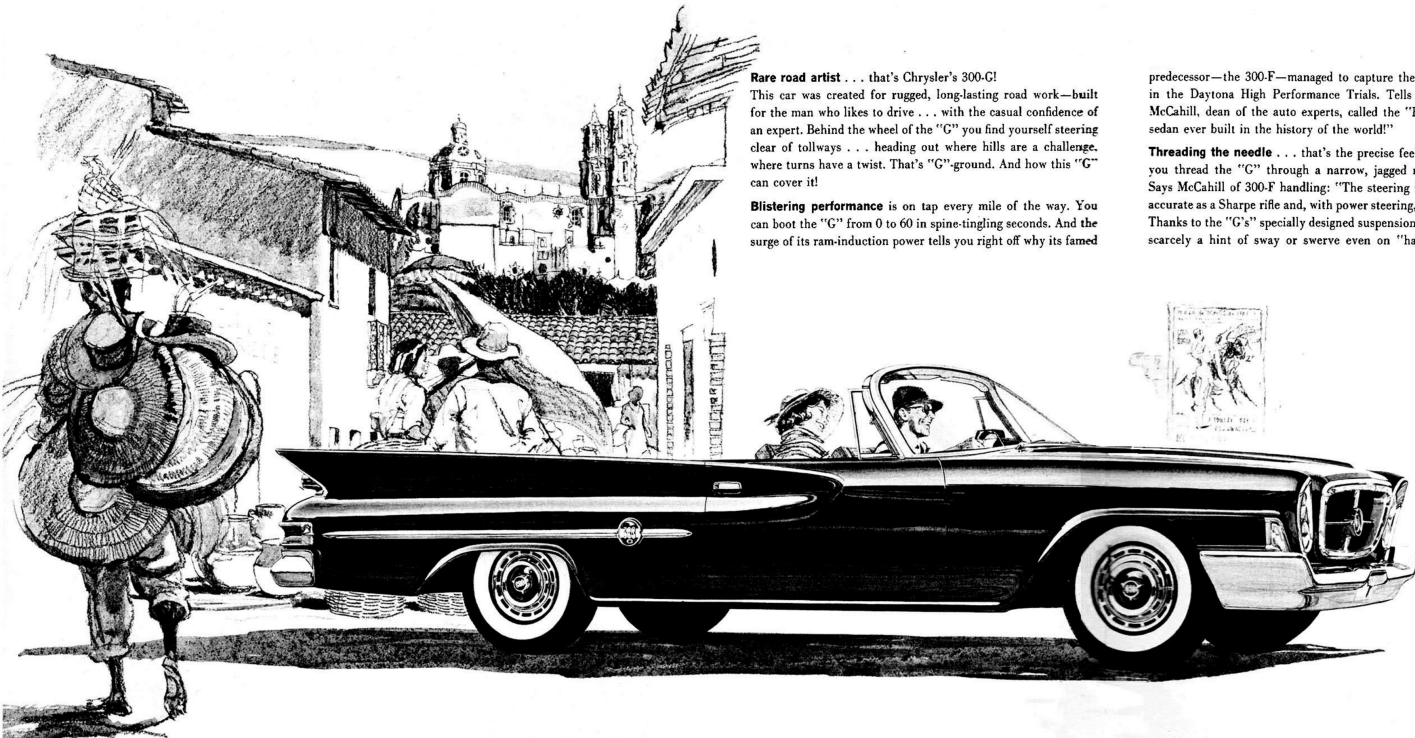
Center Instrument Console is located between front bucket seats. Mounted in easy reach on the handsome console: tachometer, fingertip control buttons for all power windows, large ashtrays with lighter. Hinged arm rests conceal spacious storage compartments front and rear.



Tachometer, calibrated in hundreds from 0 to 6000, gives you a ready reading on what the "G" can do! While the "G" accelerates, watch the tach needle fly!



Buckets of leather! Four individual bucket seats—up to 5 inches deep in foam rubber—are tailored in porous top-grain leather. A sample of the "G's" fitted elegance.



Rare road artist . . . that's Chrysler's 300-G!

This car was created for rugged, long-lasting road work—built for the man who likes to drive . . . with the casual confidence of an expert. Behind the wheel of the "G" you find yourself steering clear of tollways . . . heading out where hills are a challenge, where turns have a twist. That's "G"-ground. And how this "G" can cover it!

Blistering performance is on tap every mile of the way. You can boot the "G" from 0 to 60 in spine-tingling seconds. And the surge of its ram-induction power tells you right off why its famed

predecessor—the 300-F—managed to capture the first six places in the Daytona High Performance Trials. Tells you why Tom McCahill, dean of the auto experts, called the "F" the "hottest sedan ever built in the history of the world!"

Threading the needle . . . that's the precise feel you get when you thread the "G" through a narrow, jagged mountain pass! Says McCahill of 300-F handling: "The steering is quick and as accurate as a Sharpe rifle and, with power steering, feather light." Thanks to the "G's" specially designed suspension system there's scarcely a hint of sway or swerve even on "hairiest" hairpin



Mastering a mountain on rugged Route 85 in Mexico.

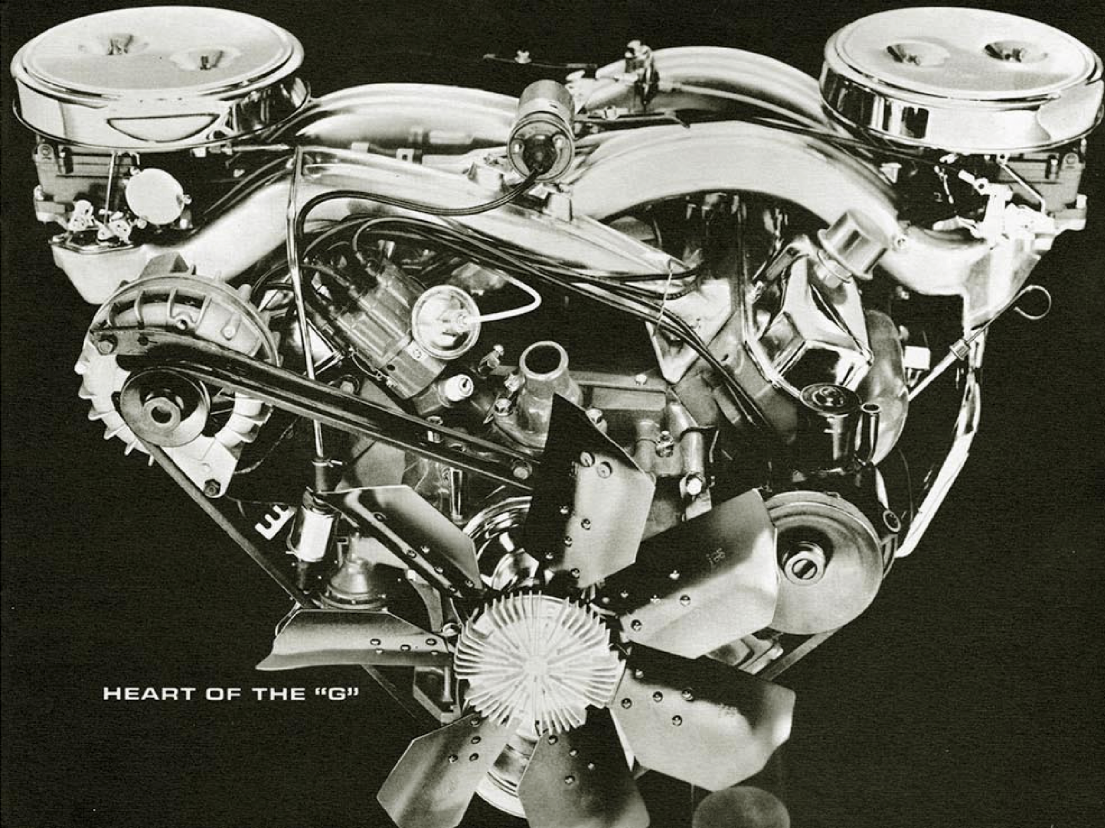
turns. Of its beautifully balanced behavior at high speeds, Brewster Shaw, winner of many Daytona High Performance Trials says: "When the 300 moves into the higher ranges, it is like driving on a railroad track. There is no tendency to wander even in high cross winds. The handling is superb!"

Drive it from dawn to dusk—600 or 700 miles a day. Owners of previous 300s report far less fatigue after a long day's trip than at the end of a trip half that distance in ordinary luxury cars. Test-drive it yourself. Let the "G" prove to you beyond a doubt it's America's Grand Touring Automobile.

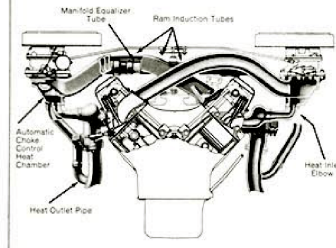


"Threading the needle" through a jagged mountain pass. Route 95.

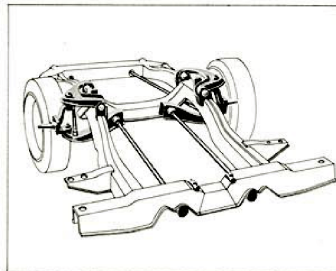




HEART OF THE "G"



Ram-induction packs fuel and air into cylinders through 30-inch aluminum tube manifolds. A thrust with "ground-missile" acceleration!



Torsion bars team up with 60-inch outrigger springs, heavy-duty shock absorbers and a low center of gravity to deliver level, balanced ride.

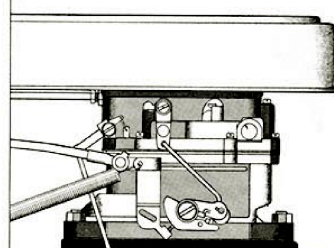
Heart of the "G" . . . 375-horsepower ram-induction engine. Big. Brawny. 413 cubic-inch displacement. 10.1:1 compression ratio. Spine-tingling acceleration! Blistering performance! Maximum high-torque efficiency at usable speeds. An engine design that's been thoroughly performance proved at some of the world's most renowned race courses.

Here's how ram-induction works: Extra-long, 30-inch aluminum tube manifolds use the momentum of on-rushing air to carry a mixture of fuel and air at tornado velocity into each combustion chamber. High compression goes to work in the power plant—packs an *extra* supply of fuel-air mixture into the chamber—to give you the "G's" wallowing thrust. Like a supercharger, ram-induction literally rams air and fuel into the engine when the throttle is open. But unlike a supercharger, ram-induction does not steal power from the engine—nor does it have any moving parts to get out of adjustment.

Ram-induction gives you a big torque increase . . . as much as ten per cent in the 1800 to 3600 RPM range as compared with engines equipped with conventional induction systems. The big power pay-off of the "G's" high torque is that it puts the punch not at the "top end" but in the *mid-speed range* . . . speeds you normally use.

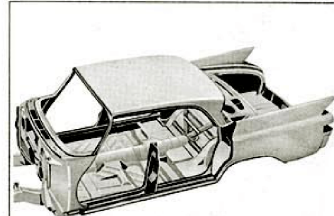
The "G's" specially designed suspension system—acclaimed by the experts as the finest in the industry—does away with the "floating sensation" of the soft boulevard ride. You enjoy a solid, secure feel that conducts more of the road surface irregularities to the driver—an exciting sensation of being part of the car.

The "G's" body and frame are firmly fused together in a single, solid unit. Strong. Safe. Silent. Unibody allows lower floors, higher seats . . . gives you stretch-out *roominess* and comfort that conventional body-frame cars can't achieve. Unibody is *extra quiet*. Integrated body and frame design cuts squeaks and rattles to the bone. And the "G's" body construction is blanketed throughout with sound-deadening insulation to minimize vibration.



Twin 4-barrel carburetion assures instant flow of power—smooth, responsive efficiency.

The "G" uses solid Chrysler Unibody construction, 140 lbs. of sound-deadening spray and 100 sq. ft. of padding cut vibration and noise.





The 300-G at Sutton Place, New York.

HOT-BLOODED HERITAGE!

The "G" springs from
a family tree
of rugged race-bred

automobiles . . . the



300 1955—First production automobile with 300 hp. Powered by a specially designed V-8 engine—performance proved in the Pan American Road Race, the 24 hours of LeMans and Watkins Road events.



the **D** 1958—Specially designed suspension system and steering acclaimed by the sports-car enthusiasts. Rare road artist and rally car. Still a high-performance champion.



the **E** 1959—Outperformed its illustrious 300 predecessors in reaching 60 mph from standstill. Walloping acceleration! Cited by *Motor Trend Magazine* as 1959's "best looking American hardtop."



the **B** 1956—Top winner of the demanding Daytona High Performance Trials. NASCAR title holder. AAA title holder. Sports-car spirit with effortless handling to match!



the **F** 1960—Undisputed champion of sedans in the Daytona High Performance Trials . . . capturing the first 6 places in this competition. Orchids from every well-known auto expert on performance.



the **C** 1957—Exciting repeat performance as a Daytona champion! Won laurels internationally as the "perfect example of modern architecture" . . . established a new era in American touring-car styling.



the **G** 1961—Newest contender in the breed. Styled in the tradition of its clean-lined lineage. And by every high-performance standard—ready to prove its worth as America's most luxurious "Grand Touring" Automobile.

SPECIFICATIONS AND EQUIPMENT

DIMENSIONS Wheelbase, 126 in.; front tread, 61.2 in.; rear, 60.0 in.; over-all length, 219.8 in.; width, 79.4 in.; height, 55.6 in. (Hardtop) and 56.0 in. (Convertible).

ENGINE 300-G 90° V-8, wedge-type combustion chamber; overhead in-line valve arrangement. High-output camshaft, heavy-duty valve springs and dampers. Bore and Stroke, 4.18 x 3.75. Piston displacement, 413 cu.-in. Compression Ratio, 10.1 to 1. Brake horsepower, 375 at 5000 rpm. Torque, 495 lb.-ft. at 2800 rpm.

FUEL AND LUBRICATING SYSTEM Ram-tuned manifold with two 4-barrel downdraft carburetors, mechanically controlled secondary system with auxiliary velocity valves, integral automatic choke. Dual paper-element air cleaners. Mechanical fuel pump. Full-Flow oil filter.

ELECTRICAL SYSTEM 12-Volt Battery, 78-plate, 70 amp.-hr.; 35-amp. alternator. Waterproof ignition.

STEERING Constant-Control power steering, standard. Symmetrical idler arm steering linkage. 3½ turns, lock-to-lock.

TRANSMISSION, TORQUEFLITE Fully automatic torque converter with three-speed planetary gear set. Pushbutton control in instrument panel. Three-speed manual transmission available.

CHASSIS Special heavy-duty torsion bars, rear leaf springs and shock absorbers.

BRAKES Chrysler Total-Contact braking system with power brakes, standard.

TIRES "Blue Streak" high-performance, nylon super-cushion, tubeless white sidewall (8:00 x 15.). Inflation pressure—normal driving, 24 lbs.; for high speed, 30 lbs.

REAR AXLE RATIO 3.23 to 1.

STANDARD EQUIPMENT Custom Steering Wheel; Safety Cushion Dash Panel; Tilt-type Rearview Mirror; Nylon High-Performance White Sidewall Tires; Electric Clock; Directional Signals; Hand-brake Warning Signal; Power Brakes and Power Steering; TorqueFlite Transmission; Chrome Stainless Steel Wheel Covers; Windshield Washer; Undercoating and Hood Insulation Pad; Leather Upholstery; Canted Dual Headlamps; Silent-Flite Fan Drive (limits fan speed to 2500 rpm); Swivel Seats; Low Back Pressure Exhaust System; Power Windows; Tachometer; Center Arm Rests—front and rear.

OPTIONAL EQUIPMENT (at extra cost) Air Conditioning; Electro Touch Tuner or Music Master Radio; Rear Shelf Radio Speaker (Hardtop); Power Antenna; Remote-Control Outside Rearview Mirror; Rear Window Defroster (Hardtop); Pushbutton Custom Conditionaire Heater; 6-Way Power Seat; Tinted Glass, including shaded rear window; Power Door Locks; Door Edge Protectors; Vanity Mirror; Rear License Plate frame; Sure-Grip Differential.

All Specifications, Equipment and Prices subject to change without notice.



The Chrysler 300-G comes in two rambunctious versions . . . a convertible and a hardtop . . . in Formal Black, Alaskan White, Mardi Gras Red and Cinnamon. Each is completely equipped with almost every known power assist—every driving convenience. Your Chrysler Dealer invites your careful inspection of both models. Then for a really rare experience . . . test-drive the "G" yourself.